

Please replace paragraph [0022] beginning on page 16 with the following rewritten version:

As seen in Fig. 3, window openings 143 and 144 are formed in the outer periphery 108b of the flange 108 to correspond respectively with the windows 141 and 142. In other words, multiple, preferably four, window openings 143 and 144 are formed along the circumferential direction in the same radial position as the windows 141 and 142. The pair of window openings 143 located apart from each other in the vertical direction in Fig. 3 and Fig. 5 is called first window openings 143, and the pair of window openings located apart from each other in the horizontal direction in Fig. 3 and Fig. 5 is called second window openings 144. Each window opening 143 is an opening punched through axially and extends in the circumferential direction. As seen in Fig. 5, each window opening 143 has an outer periphery supporting part 163, an inner periphery supporting part 164, and rotational direction supporting part parts 165. The outer periphery supporting part 163 connects to the rotational direction supporting parts, which connect to the inner periphery supporting part 164. In an elevational view, the outer periphery supporting part 163 and the inner periphery supporting part 164 are curved in the circumferential direction. The rotational direction supporting part 165 extends substantially straight along the radial direction and, more specifically, the rotational direction supporting part 165 is parallel to a straight line connecting the center of the window opening 143 in the rotational direction and the center O of the clutch disk assembly 101. The rotational direction supporting part 165 on the rotational direction R1 side has a rotational direction concave part 165a formed on the inner periphery side. The rotational direction concave part 165a is slightly indented toward the rotational direction R1 side relative to the part on the outer periphery side. A ~~radius~~ radial direction concave part 164a is formed in the middle of the inner periphery supporting part 164. The ~~radius~~ radial

direction concave part 164a is indented toward the inside of the radial direction relative to both sides in the rotational direction.

Please replace paragraph [0032] beginning on page 21 with the following rewritten version:

Referring again to Fig. 1, the plate 152 is a member placed between the flange 108 and the retaining plate 113 and is typically made of sheet metal. As seen in Figs. 7 and 10, ~~the~~ The plate 152 engages with a protruding part 151a' of the protruding part 151a of the bush 151, so that both members 151 and 152 rotate together. As seen in Fig. 5, the protruding parts 152a are formed extending radially outward on the outer periphery of the plate 152. A bent tongue 152b is formed to extend axially toward the engine side on the edge of each protruding part 152a on the rotational direction R2 side. The bent tongue 152b is separated from the rotational direction concave part 165a of the first window opening 143 by an angle of  $\theta 15$  in the rotational direction R2, and abuts or is close to the rotational direction R1 side edge of the first elastic member 130. Therefore, the bent tongue 152b will be closed in the concave part 165a when it moves toward the hub 106 by an angle of  $\theta 15$  in the rotational direction R1, and supports the rotational R1 side of the first elastic member 130 together with the rotational direction support part 165. Under this condition, the tongue 152b is sandwiched between the rotational direction support part 165 of first window opening 143 on the rotational direction R1 side and the edge of the second elastic member 131 on the rotational direction R1 side. Thus, the tongue 152b can move away from the flange 108 in the rotational direction R2 side but cannot move toward the rotational direction R1 side.

Please replace paragraph [0040] beginning on page 25 with the following rewritten version:

The small coil spring 161 is provided radially inside the second elastic member 131. Moreover, the coil diameter and free length of the small coil spring 161 are substantially shorter than those of the second elastic member 131 and their center positions match approximately in the rotational direction. Therefore, both ends of the small coil spring 161 in the rotational direction are located inside second elastic member 131 in the rotational direction. The small coil spring 161 is stored inside a window opening 108e of the inner periphery 108a of flange 108 as shown in Fig. 6. In other words, both ends of the small coil spring 161 are supported by both ends of the window opening ~~[[8e]]~~ 108e in the circumferential direction. Moreover, the spring support parts 151e and 152e are provided on both the bush 151 and the plate 152. The spring support parts 151e and 152e are concave parts indented axially outward on the axial inner side surface of each member and support the small spring 161 on its outside in the axial direction and both sides in the rotational direction. In other words, both ends of the small coil spring 161 in the rotational direction are supported by both ends of the spring supports 151e and 152e in the rotational direction. The window opening 108e can be provided connective with the second window opening 144 or independently.

Please replace paragraph [0041] beginning on page 26 with the following rewritten version:

As shown in Fig. 7, the plate spring 162 is provided inside a groove 151f formed on the transmission side (the plate 152 side) in the axial direction of the protruding part 151a of the bush 151. The groove 151f extends in an arc-like shape in the rotational direction as

shown in Fig. 10, and both ends thereof open to the rotational direction. The plate spring 162 has an axial height substantially equal to that of the groove 151f and extends along the groove 151f in an arc-like shape in the rotational direction. The plate spring 162 is compressed in the radial direction in the groove 151f. Both ends of the plate spring 162 in the rotational direction are pressed against an outer peripheral side wall of the groove 151f. Further, the middle portion of the plate spring 162 in the rotational direction is pressed against the inner peripheral side wall of the groove 151f. Moreover, the rotational direction length (angle) of the plate spring 162 is greater than the rotational direction length (angle) of the groove 151f, so that both ends or one end of the plate spring 162 is protruding from the groove 151f, i.e., the protruding part 151a in the rotational direction. The rotational direction angle of the plate spring 162 is smaller than the rotational direction angle of the radial direction concave part 164a, and secures a rotational direction gap 158. The torsional angle of the rotational direction gap 158 is  $\theta 17$ , and the value of  $\theta 17$  in this embodiment is preferably 4 degrees. In Fig. 10, the rotational direction gap 158 is shown between the end of the plate spring 162 on the rotational direction R1 side and the wall of the concave ~~portion~~ part 164a on the rotational direction R1 side. The rotational direction gap may appear on the opposite side or on both sides in the rotational direction. In other words, the rotational direction gap is secured between at least one of the ends of the plate member 162 and the wall of the concave ~~portion~~ part 164a. In a different way of explaining about the above-mentioned structure, the intermediate rotating member 110 has a protruding part 151a as a holding portion with a groove 151f extending in the rotational direction and having opposite openings. Furthermore, the plate spring 162 is accommodated within the groove 151f. The plate spring 162 is longer than the groove 151f in the rotational direction. The flange 108 of the hub 106 includes the concave ~~portion~~ part 164a with the walls as a pair of contact portions, which are located on

each rotational direction side of the protruding part 151a and can abut with the ends of the plate spring 162.

Please replace paragraph [0061] beginning on page 35 with the following rewritten version:

Let us also assume that minute torsional vibrations enter the clutch disk assembly 101 during idling. In such a case, only the first damper mechanism 159 operates to provide low rigidity and low hysteresis characteristics. Consequently, the torsional vibrations are absorbed and attenuated, thus preventing odd noises during idling. In particular, the plate spring 162, which is a friction generating mechanism, does not operate for minute torsional vibrations of torsional angles less ~~that~~ than  $\theta 17$ , even if the phenomena are within the first stage region of the torsional characteristics, so that hysteresis will be even smaller, as shown in Fig. 14. As a consequence, a super low hysteresis or a no-hysteresis condition is achieved within the range of  $\theta 17$  in minute torsional vibrations during idling, while a slightly larger, in other words, intermediate hysteresis can be achieved on both sides of the condition.